

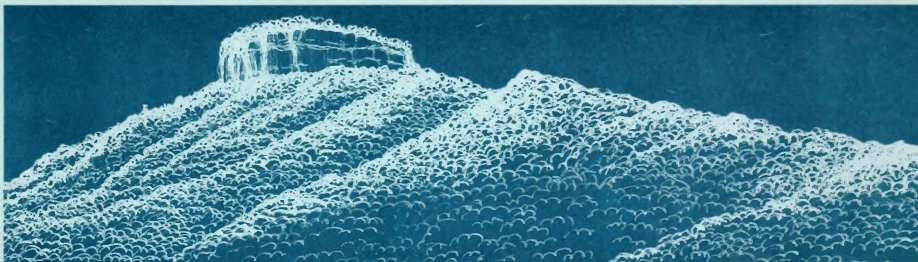
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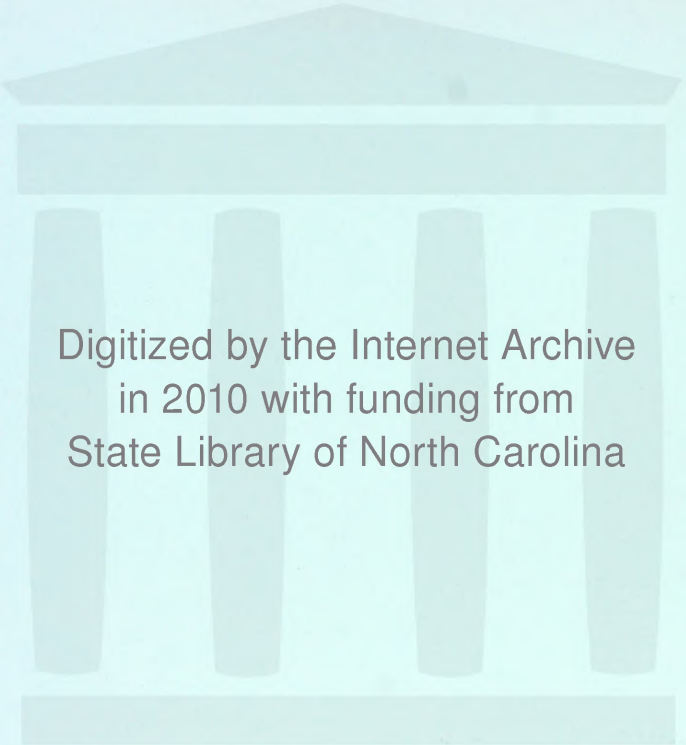
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PILOT MOUNTAIN

N O R T H C A R O L I N A



- POPULATION AND ECONOMIC SUMMARY
- LAND USE ANALYSIS
- LAND DEVELOPMENT AND SKETCH
- THOROUGHFARE PLAN



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LAND USE ANALYSIS AND PLAN
TOWN OF PILOT MOUNTAIN, NORTH CAROLINA

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LAND USE ANALYSIS AND PLAN
TOWN OF PILOT MOUNTAIN, NORTH CAROLINA

The Town of Pilot Mountain is very fortunate to have citizens who are interested in their Town's future development. History has shown beyond a doubt that chance development and unguided growth will bring upon a town many undesirable conditions and expensive, unwanted problems. It is only logical, therefore, to plan for the future and to prevent problems from arising in the first place.

At the present, Pilot Mountain is not burdened with a host of development problems. This is not to imply that the Town is free from difficulties. Some existing problems are, or could become, serious. Pilot Mountain's substandard dwellings, poorly designed streets, mixed land uses, and other undesirable elements will be discussed in the following chapters of this report. One theme runs throughout: Pilot Mountain must face its future needs. Whether or not these needs will be adequately and properly met rests, ultimately, with the officials and citizens of the community.

Because there is an abundance of vacant land which is suitable for development, both within the town limits and the fringe area, it is imperative that future development be carefully guided to provide an economic, orderly, and healthy environment. The Pilot Mountain Planning Board has wisely chosen to prepare a land use plan, but it must be emphasized that the land use plan is not the final cure-all. Without the methods to assure its effectuation, including zoning, subdivision regulations, a public improvements program, urban renewal and codes, it is powerless to insure proper development.

In the Spring of 1962, Pilot Mountain entered into an agreement with the Department of Conservation & Development, Division of Community Planning, for specific planning work. This report includes two very important elements of a planning program: A LAND USE ANALYSIS and A LAND USE PLAN. Moreover, a section on the population and economic characteristics of the area is also presented in Chapter 1.

LAND USE ANALYSIS

Past development must thoroughly be analyzed before a town can plan for its future. The Land Use Analysis is the method employed to accomplish this objective. Land is classified as to its actual use -- residential, commercial, industrial, public and semi-public. The Land Use Analysis, which is presented in Chapter 2, reveals past and present development patterns and problems as well. It is necessary to any planning program as it provides a basis for all other future planning work.

LAND USE PLAN

The Pilot Mountain Land Use Plan, which is presented in Chapter 3, is a guide which provides for the systematic development of land by establishing a desirable pattern of streets and land uses. Public acceptance is the key to plan achievement and success. Furthermore, it must become an integral part of municipal government and decision making if it is to be of value to a town or community.

POPULATION AND

ECONOMIC SUMMARY

The Town of Pilot Mountain (population 1,310) is a commercial and textile manufacturing center located twenty-five miles northwest of Winston Salem and ten miles southeast of Mount Airy. The Town's namesake is an awesome peak nearby which towers 1,500 feet above the Town and its rolling countryside. Three local textile firms (hosiery, knitted fabric, dye and finishing) comprise the largest employing industries, but most of the wage-earners reside in the surrounding rural area, while managerial and business personnel live in Town. Therefore, residents of the Town of Pilot Mountain generally enjoy a high level of living in terms of income, education, and housing. Even when Pilot Township, including both Town and rural residents, is considered, its style of life compared favorably with those of Surry County and the State. The trends of local population and economy, however, have been toward stability rather than growth. It is a major task of citizens' planning to ensure Pilot Mountain's future development as an attractive environment for residents, business and industry, favoring economic growth which is both qualitatively and quantitatively beneficial in the long run, while minimizing effects of decline.

During the last century the Town arose as the trade center of a tobacco-producing farm area in Stokes and Surry counties; less important were small local processors of tobacco, wood, and textile products. In recent decades textiles emerged as the basis for economic growth, but trends since World War II have been toward an absolute decline in employment throughout the textile industry and in agriculture, resulting in a local trend toward stagnation. From 1940 to 1960 the rural farm population of Pilot Township declined by half (from 998 to 496), but the Town and non-farm population doubled (from 1,123 to 2,144). The construction of good highways to Mount Airy and Winston Salem have provided easy access to both cities, providing outside employment opportunities for local

citizens and moving the Town one big step toward a residential suburban status. But there is great concern over inroads into Pilot Mountain's trading area by big new shopping centers in other cities; imagination and effective organization by local businessmen and other citizens will be required for effective planning if Pilot Mountain is to hold its own commercially.

The Labor Force

Table 1 shows the labor force and occupational characteristics of Pilot Township and Surry County residents in 1960, by sex. The most striking differences of Pilot Township from the County are that Pilot residents have much higher proportions of white collar workers. More detailed data show that proportions for men are high for managers, proprietors, and sales workers, and for women proportions are high for teachers, clerical, and sales workers. Local proportions are lower for non-farm blue-collar workers.

During the 1950-1960 decade, employment of Surry County residents increased by 2,831, but only 172 of the increase was in jobs for men. This was due to a large loss of 1,444 farm jobs for males, barely equaled by gains in other industries. On the other hand, newly created jobs in manufacturing and services have been largely for women. In Pilot Township about three-quarters (294 out of 407) of women in the labor force in 1960 were married and living with their husbands, working to supplement family income. The biggest net local gain in employment was in jobs outside the area: in 1960 there were 137 residents of Pilot Township working in Forsyth County alone. On the other hand, a number of nearby Stokes County residents reported jobs in Surry County: 58 from Big Creek Township, 40 from Quaker Gap Township, and 96 from Yadkin Township. Since Pilot Mountain is adjacent to these townships and most of these workers were employed in textiles

TABLE 1 LABOR FORCE AND OCCUPATIONAL CHARACTERISTICS OF PILOT TOWNSHIP
AND SURRY COUNTY POPULATIONS IN 1960, BY SEX

	Males		Females		Males		Females	
	Pilot Twp.	Surry Co.	Pilot Twp.	Surry Co.	Pilot Twp.	Surry Co.	Pilot Twp.	Surry Co.
Persons ages 14 & up	887	16,264	999	17,625	100.0	100.0	100.0	100.0
In civilian labor force	675	12,590	407	7,503	76.1	77.4	40.7	42.6
Employed	671	12,248	395	7,043				
Unemployed	4	332	12	460				
(Unemployment rate)	(0.6%)	(2.6%)	(2.9%)	(6.1%)				
Not in labor force	200	3,662	592	10,122	22.5	22.6	59.3	57.4
Institution inmate	4	128	3	22	9.4	0.8	0.3	0.1
In school	90	1,376	116	1,572	10.1	8.5	11.6	8.9
Other, under 65	36	1,085	374	8,668	4.1	6.7	37.5	37.8
Other, 65 & over	70	1,073	99	1,860	7.9	6.6	9.9	10.6
OCCUPATION OF EMPLOYED:								
White Collar	187	2,689	159	1,784	29.4	22.7	43.8	26.3
Skilled	93	2,160	7	69	14.7	18.2	1.9	1.0
Semi-skilled	134	2,726	155	3,369	21.1	23.0	42.7	49.7
Unskilled & service	43	1,025	22	799	6.8	8.7	6.1	11.8
All farm workers	178	3,237	20	756	28.0	27.3	5.5	11.2
Total (less occupation not given)	635	11,837	363	6,777	100.0	100.0	100.0	100.0

and apparel, it may be assumed that most of them commuted to work in local factories.

Industry Trends and the Pilot Economy

Pilot Township specializes in textile and apparel products, agriculture, and retail trade, which in 1960 employed 192, 198, and 177 residents, respectively. (This does not include local workers living outside the Township, more than a hundred of whom are in textiles alone.) Specialization means that the proportions of residents working in those industries exceeded national proportions in that order. In recent years employment has declined throughout the textile industry, particularly in semi-skilled production jobs, because of: heavy competition and low profit margins, necessitating reductions in labor costs; foreign imports; labor-saving technology; new product lines, and loss of product lines to other types of industry. As local firms maintain their market position with competition vigor, they may be expected to follow industry trends and reduce employment in the future. In agriculture, the cost-price squeeze and tight tobacco acreage allotments are limiting income, production, and employment, and these trends may be expected to continue. The Pilot Mountain economy can best balance these expected losses with an expansion of commercial services and with increases of local residents who commute to Winston Salem or of Winston Salem residents who move to Pilot Mountain. The possibility need not be discounted that additional industry may be attracted, so long as allowance is made for good industrial sites in the future and the community is careful to attract only compatible and responsible activities.

The Style of Life of Pilot Mountain

Pilot Mountain residents have relatively high attainments of income, education and housing, consistent with the concentration of managerial and other white collar workers. The suburban area, including many of Pilot Mountain's 831 non-farm residents outside the Town, consists of a less well-developed area with residents of somewhat lower income levels with housing of less value and less adequate community facilities. Unfortunately, the 1960 Census provide few data for the Town alone, so we must rely on data for the entire Pilot Township, which includes 1,310 Town population, 831 other non-farm residents, and 496 on farms.

Income

Residents of Pilot Township have an uneven income distribution, in which the top one-sixth of families (more than \$8,000 income) earn nearly half of the Township's total income, while the bottom two-fifths (under \$3,000) earn barely one-eighth of the Township's income. (See Table 2.) In 1959 the average Township family income of \$5,040 and per capita income of \$1,357 were both well above County and State levels, but the median family income of \$3,683 was below both County and State. (See Chart 1.) This discrepancy is but a statistical way of pointing to the fact that the total income of the Township is very high but that it is in relatively few hands. It has been suggested that the occupations commanding the highest incomes are among Town residents, in which case the level of affluence in Town means that private and public assets are expected to be more than adequate for Town citizens, but that farm and non-farm residents surrounding Pilot Mountain are unable to contribute to adequate facilities.

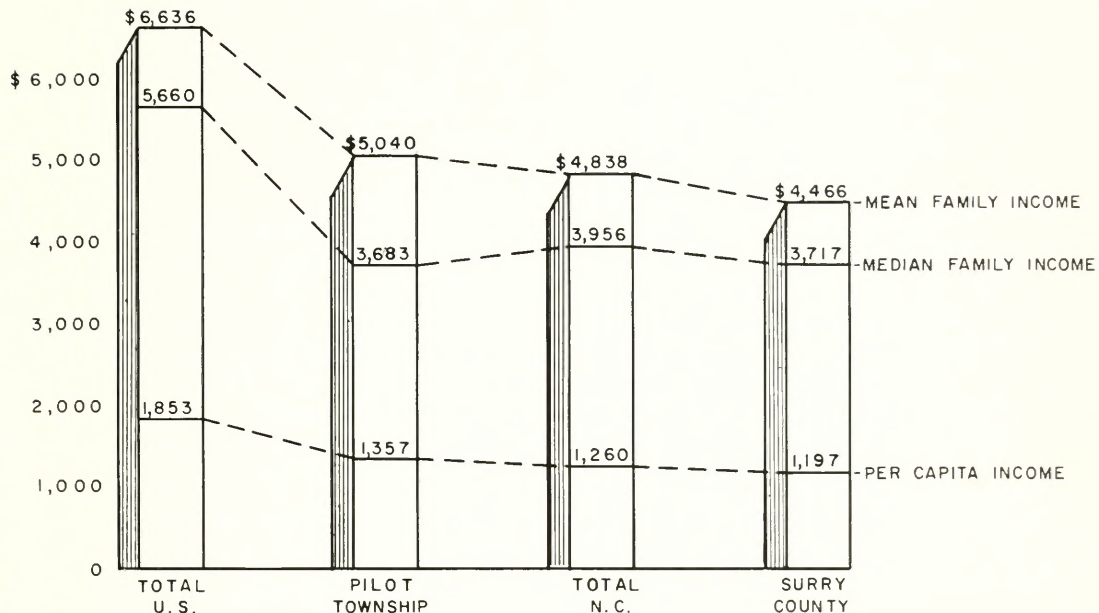
TABLE 2 INCOME MEASURES AND DISTRIBUTIONS, 1959, FOR PILOT MOUNTAIN,
SURRY COUNTY, NORTH CAROLINA, AND THE UNITED STATES

	United States	Pilot Twp.	North Carolina	Surry County
Per capita income	\$1,853	\$1,357	\$1,260	\$1,197
Family median income	5,660	3,683	3,956	3,717
Family average income	6,636	5,040	4,838	4,466
% families \$8,000+ income	26.5%	16.8%	13.5%	9.5%
% of all income	51.9	44.8	36.1	28.8
% families \$3,000-7,999	52.1	42.9	49.3	51.5
% of all income	42.8	41.5	52.0	56.8
% families under \$3,000	21.4	40.3	37.2	39.0
% of all income	5.3	13.7	11.9	14.4

Computations made from published and unpublished U. S. Census data.

1959-INCOME MEASURES FOR PILOT MOUNTAIN

- UNITED STATES
- PILOT TOWNSHIP
- NORTH CAROLINA
- SURRY COUNTY



Education

The educational attainment level of Pilot Township adults is somewhat better than that for the County or the State. Median school years completed are 9.0, against 8.9 for the State and 8.1 for the County, but 10.6 for the nation. Some 30.7% of adults are high school graduates or better (State 32.3%, County 25.6%, nation 41.1%), but 11.6% lack even a fifth-grade education (State 16.5%, County 17.6%, nation 8.3%). It is expected that the modern new consolidated eastern Surry County high school at Pilot Mountain will provide a considerable uplift to quality education and encourage more local youths to go on to college and into technical and professional occupations which will be in great demand in the future.

Housing

The average value of owner-occupied housing in the Town of Pilot Mountain was \$12,000 in 1960. Among the 118 towns in the State with populations 1,000-2,499, only seven had higher averages, and only one of them, Warrenton, was not an upper-class suburb of a larger city. Nevertheless, 90 Town housing units (21.3%) were either dilapidated or lacking a full complement of plumbing facilities, and for the entire Township 48.0% of housing units were classified as "substandard". As income levels rise and marginal, low-income families decrease, housing levels and community facilities are certain to rise.

Population

Chart 2 shows the population distribution of the Town of Pilot Mountain by age and sex in 1950 and 1960. The increase in elderly points up the aging of the population, which suggests that the Town make special provision for facilities

of the elderly in the future. At the same time, the increase in young female adults is explainable in terms of the increase in both clerical and production jobs for women locally. The small non-white population has tended to decline through out-migration; they increased in the Township only from 162 in 1960 to 173 in 1960.

Table 3 shows that local population has generally increased at a slow, steady rate over the last half century, but the Town's gains have been at the expense of the nearby rural population. A projection of the trend of recent years leads to the conclusion that Pilot Mountain will probably grow through annexations and attraction of Winston Salem exurbanites, but its surrounding rural area will experience considerable continued decline. At present age-specific birth, death, and migration rates, Pilot Mountain will reach 1,500 by 1970 and 1,750 by 1980.

These are not predictions of a certain future, for the citizens of Pilot Mountain will have to make that determination, within certain social and economic limitations. Effective land use planning, a shopping center concept for the business district, progressive industrial upgrading, and attraction of exurban residents from Winston Salem, are but a few attacks on current trends which may influence future growth and well-being.

COMPOSITION OF THE POPULATION BY AGE AND SEX PILOT MOUNTAIN, NORTH CAROLINA 1950 - 1960

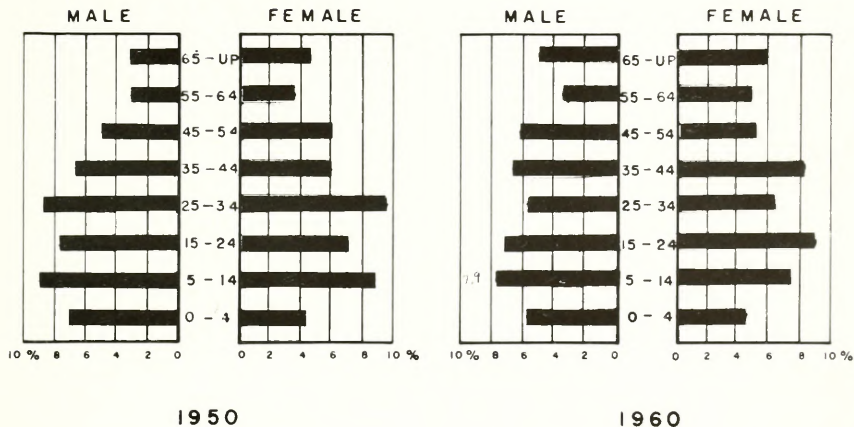


TABLE 3

AGE-SEX DISTRIBUTION OF THE PILOT MOUNTAIN POPULATION

1950-1960

Age	1950		1960		Change, 1950-1960	
	Males	Females	Males	Females	Males	Females
0-4	76	46	75	63	-1	17
5-14	99	95	104	97	5	2
15-24	81	79	93	116	12	37
25-34	92	105	76	85	-16	-20
35-44	73	66	88	108	15	42
45-54	54	65	81	69	27	4
55-64	35	40	45	65	10	25
65 & over	37	49	66	79	29	30
Total	547	545	628	682	81	137

Percent of Total:

0-4	7.0%	4.2%	5.7%	4.8%
5-14	9.1	8.7	7.9	7.4
15-24	7.4	7.2	7.1	8.9
25-34	8.4	9.6	5.8	6.5
35-44	6.7	6.0	6.7	8.2
45-54	4.9	6.0	6.2	5.3
55-64	3.2	3.7	3.4	5.0
65 & over	3.4	4.5	5.0	6.0
Total	50.1	49.9	47.8	52.1

LAND USE ANALYSIS

ANALYSIS OF EXISTING LAND USE

This chapter presents a detailed land use analysis of Pilot Mountain and the Pilot Mountain Fringe Area. For the most part, a general discussion of each land use type comprises the major portion of this Chapter. The written text of this analysis, which is supplemented by maps and statistical tables, forms the basis for future planning work in Pilot Mountain.

Land use classifications do not indicate the quality of development in a town or community. For this reason, a qualitative analysis is also presented in this Chapter. For example, quality of housing, examples of mixed land use, inadequate street patterns, and other land use problems will be indicated in conjunction with the quantitative discussion of the various land use types. From this information, it is hoped that some existing problems can be corrected, that future problems may be prevented, and that a proper development pattern might be obtained.

THE LAND USE SURVEY

The land use survey was undertaken in the Summer of 1962. The first step involved preparation of base maps upon which land use data could be recorded. The land use data was then gathered and recorded on base maps in a field survey of Pilot Mountain. After the completion of the field survey, the data was compiled, and maps and statistical tables were made, indicating location and use of land, quality of dwellings, acreage by land use, percentages of the total and developed area by land use, and other pertinent data. At the conclusion of these procedures, the data and information were ready for analyzation.

LAND USE CLASSIFICATIONS

In the land use survey, various parcels of land in the Town were classified by a predetermined classification pattern. Presented below is the classification system and definitions of its various components:

Residential

Structures used as a home for human habitation such as single-family and duplex houses, multi-family dwellings or apartments, tourist homes and house trailers.

Commercial

Any establishment selling a commodity or providing a service for profit, such as grocery stores, service stations, restaurants, barber shops, banks, etc.

Industrial

Those establishments involved in the manufacturing of products, raw materials, semi-finished products or sections of finished products, etc., and those activities which involve processing of products.

Public

This classification includes such uses as parks, schools, governmental structures, community buildings, etc.

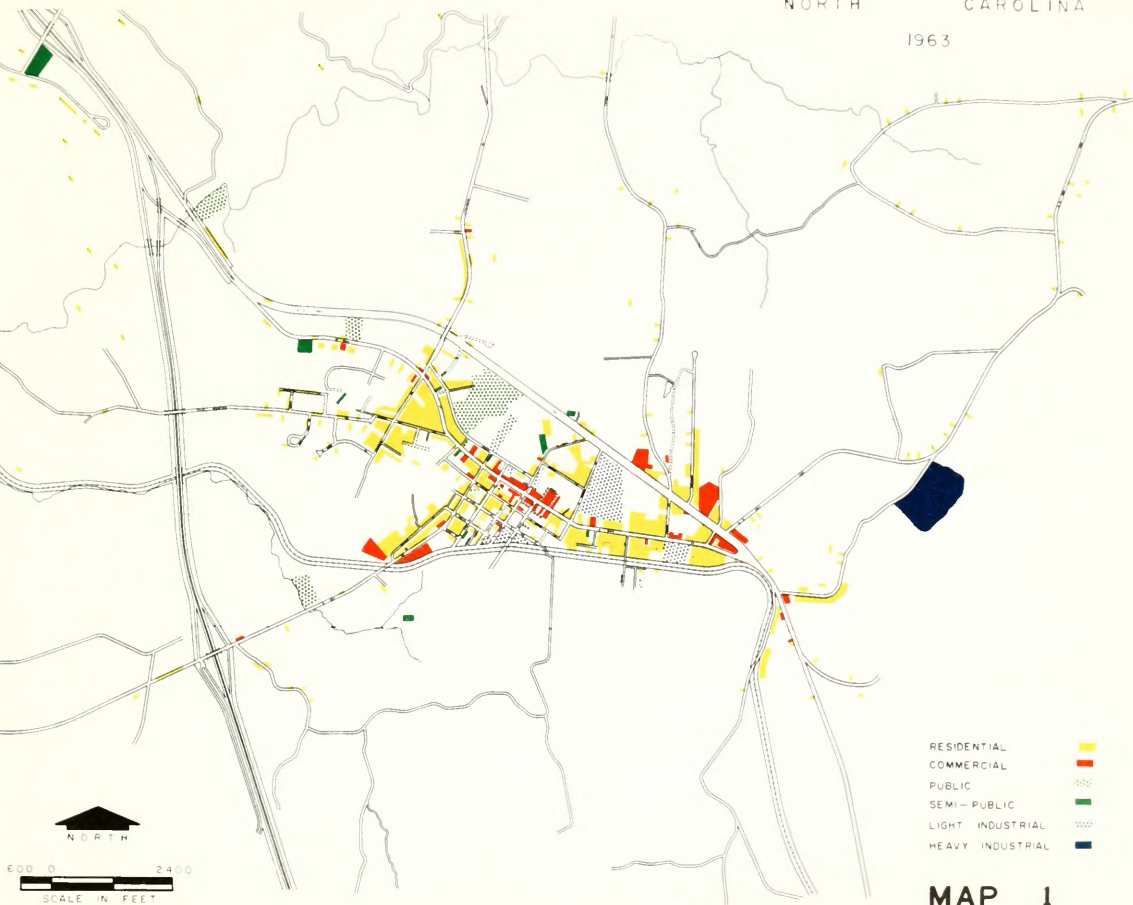
Semi-Public

Churches, cemeteries, fraternal organizations and the like are included in this category.

EXISTING LAND USE

PILOT MOUNTAIN
NORTH CAROLINA

1963



MAP 1

Vacant

Any parcel or tract of undeveloped land. Land used for agricultural purposes is also included.

RESIDENTIAL

A town's residential areas often reflect the general character of the town to outsiders. The quality of homes, lot sizes and the relation of dwellings to other forms of land use can have either a favorable or an unfavorable impact upon a viewer.

As is the case in most other towns, the developed land in Pilot Mountain and the Pilot Mountain fringe area is used primarily for residential purposes. (See Map 1). One hundred and sixty-nine acres, or approximately 48 percent of the developed land within the town limits, are in single-family residential use. However, of the total area within the Town, which includes vacant land, about 23 percent of the area is in single-family use. As one can observe, the percentage of land in residential use is much less when vacant land is taken into consideration. But, in proportion to other land use types, it is still the largest user of land. Also, as Table 4 indicates, there are very few two-family and multi-family dwelling units within the area.

Residential land use dominates the western, southern, and eastern portions of the Town, and new residential growth is occurring in the western portion. The eastern and western segments of Main Street are the locations of more mature dwellings which are generally in good condition.

The remaining areas within the Town contain a mixture of new, old, sub-standard and standard dwellings.

EXISTING LAND USE BY PERCENT OF TOTAL AREA
PILOT MOUNTAIN, NORTH CAROLINA
1963

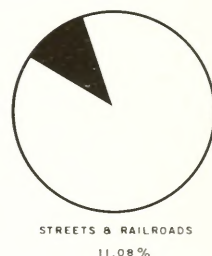
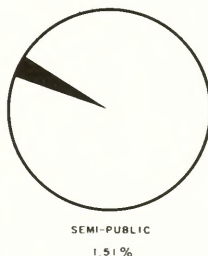
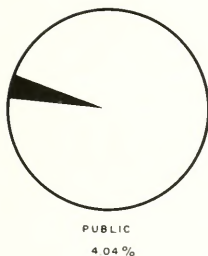
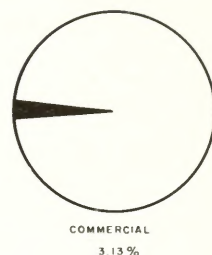
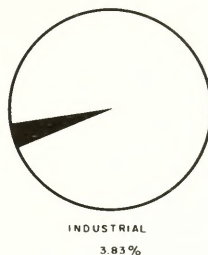


TABLE 4

EXISTING LAND USE IN ACRES AND PERCENT
OF TOTAL AND DEVELOPED AREA - PILOT MOUNTAIN, 1963

Land Use Types	Acres	Percent of Developed Area	Percent of Total Area
Single-Family	169.44	47.80	21.87
Two-Family	1.39	.40	.18
Multi-Family	.81	.23	.10
Commercial	24.26	6.84	3.13
Light Industrial	29.69	8.38	3.83
Public	31.31	8.83	4.04
Semi-Public	11.71	3.31	1.51
Railroads	7.12	2.00	.92
Streets	78.68	22.21	10.16
Vacant	420.43		54.26
	774.84	100.00	100.00

Housing Conditions

The quality of residential dwellings is presented in Map 2. The information was obtained from an external field survey which graded each residential structure on the basis of apparent structural condition, maintenance and environment. Houses were rated as follows:

Conserve

This evaluation was assigned to above average housing which is in good condition and needs only to maintain its present status.

Minor Repair

Average housing or housing requiring minor repairs was given this classification.

Major Repair

This classification was applied to housing which needs rehabilitation to prevent its decline into a state of advanced deterioration and blight. Extensive repair work will be necessary to upgrade this type of housing.

Dilapidated

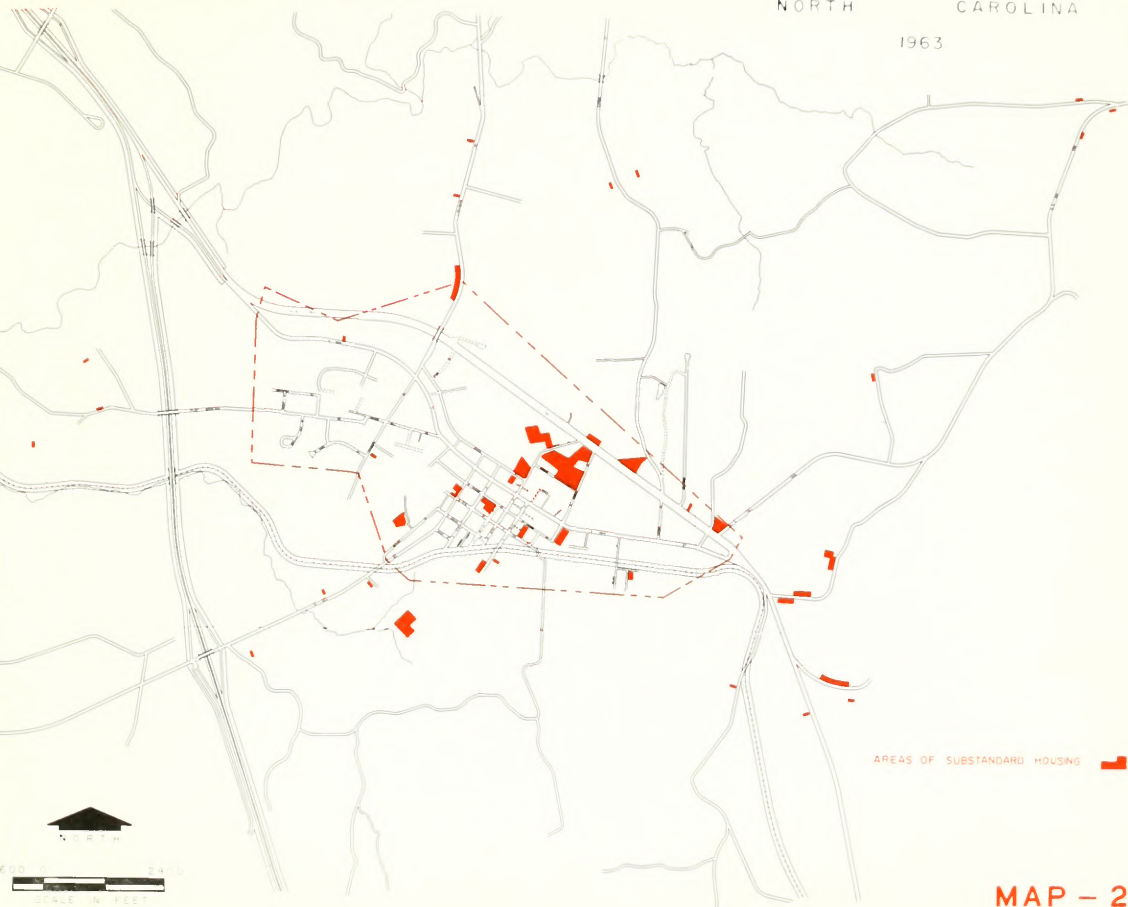
Housing which has advanced into a stage of extreme blight and needs to be destroyed was given this evaluation. Housing receiving this classification is considered to have deteriorated beyond the point where repair is feasible.

Some substandard dwellings can be found throughout the Town, especially in the vicinity of Academy Street, Howard Street, North Depot Street, and in some small areas contiguous to the central business district.

SUBSTANDARD HOUSING

PILOT MOUNTAIN
NORTH CAROLINA

1963



AREAS OF SUBSTANDARD HOUSING

MAP - 2

Of a total of 384 residential dwellings within the Town, 21 are dilapidated and 39 are in need of major repair. From Table 5, it can be observed that there are almost as many structures in need of minor repair as those needing no structural upgrading. It should be pointed out that dwellings in the minor repair classification are basically standard structures in good condition. They do, however, require some upgrading such as painting, minor fix-up, or the like.

TABLE 5

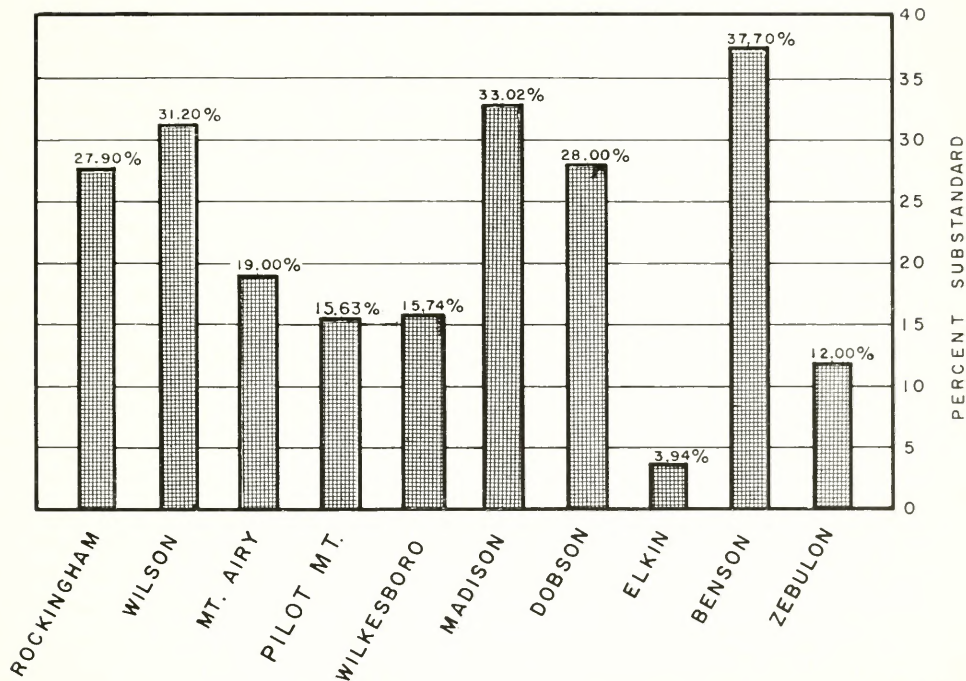
HOUSING CONDITIONS, PILOT MOUNTAIN - 1963		
	Number	Percent
Conserve	180	46.87
Minor Repair	144	37.50
Major Repair	39	10.16
Dilapidated	21	5.47
Total	384	100.00

Although some substandard dwellings are scattered throughout the Town, there is a slight concentration of this type of dwelling in the central and upper central portions of the area. Approximately 16 percent of the residential structures within Pilot Mountain are substandard, or in other words, they are in need of major repair or are dilapidated.

SUBSTANDARD HOUSING

A COMPARISON OF PILOT MOUNTAIN
WITH OTHER NORTH CAROLINA TOWNS

1963



Especially noteworthy is the comparison of the percentages of substandard structures in Pilot Mountain in relation to other towns and communities in the State of North Carolina. This comparison, presented in Chart 4, shows that the percentage of substandard dwellings in Pilot Mountain is less than in some towns, but 37.50 percent of the dwellings in Pilot Mountain are in need of minor repair. This may suggest a declining trend due to lack of proper maintenance and other factors. However, one significant fact does emerge. Pilot Mountain is fortunate not to be plagued by an abundance of substandard housing. Nevertheless, work should be undertaken to improve the many dwellings requiring minor repair and the several dwellings needing major repair -- or these could very well become a problem in the future.

The Pilot Mountain fringe area, which is located outside the town limits for about one mile, is mostly undeveloped. Residential use, however, dominates the developed portion of the area and is generally located along existing major roads. A large number of these dwellings are in need of minor repair and some are substandard. There are pockets of standard dwellings scattered throughout the fringe area.

COMMERCIAL

About seven percent of the developed area within the town limits is utilized for commercial use. This accounts for 24.26 acres, or 3.13 percent of the total area. There are only a few commercial establishments located within the area situated outside the town limits.

Most of the commercial activity in Pilot Mountain is located within the central business district, along the western segment of U. S. Highway 52 and

along the eastern and western segments of Main Street. There is also a limited number of commercial structures located in the area which is south of the central business district. These establishments are not grouped in any particular pattern but are scattered about this small area.

Some commercial use within the Town is in broken-strip or ribbon development, located along major streets or highways. This type of land use development is usually undesirable because it scatters commercial activity and decreases customer drawing power. Moreover, it impedes the efficient, safe movement of vehicular traffic.

Central Business District

Map 3 illustrates the delineated central business district of Pilot Mountain and the uses contained in it. All non-residential structures have been further classified into more detailed categories based on their particular commercial functions. These categories are defined as follows:

Primary Retail

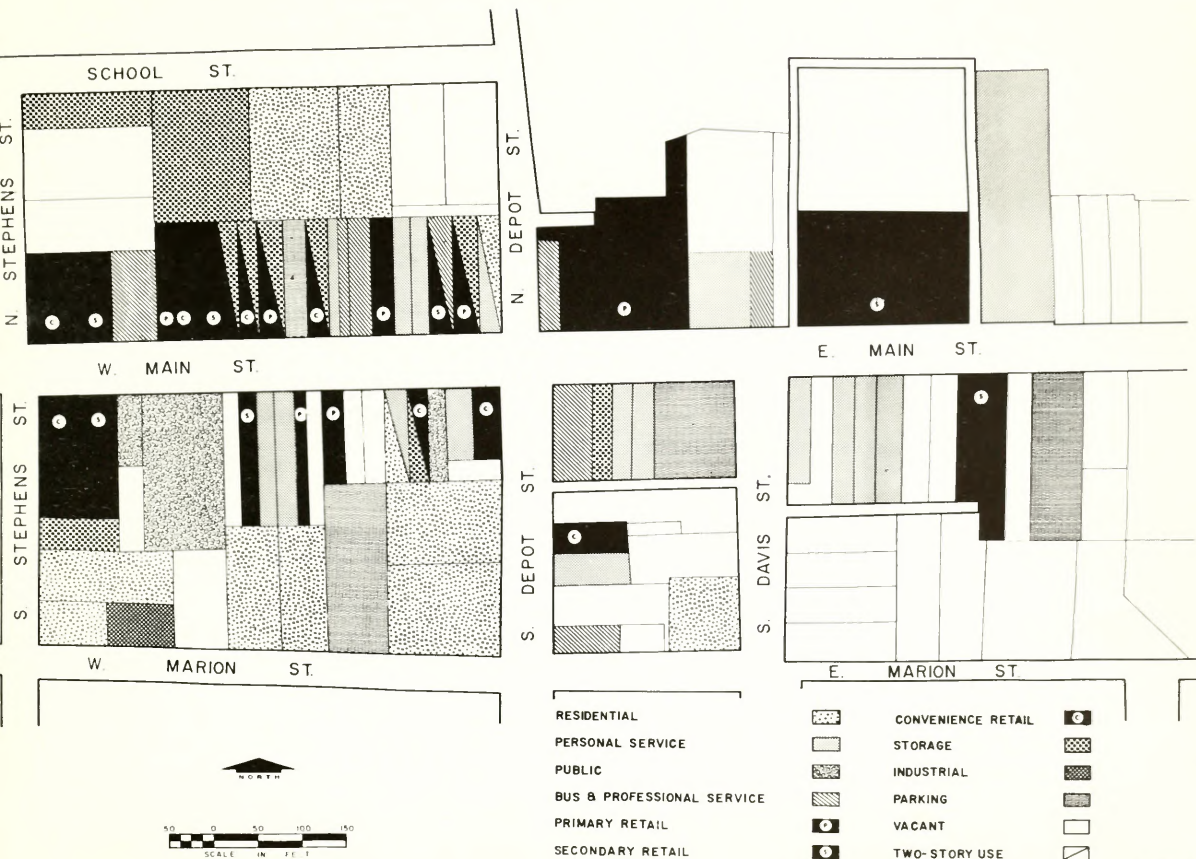
Retail activities requiring a regional trade area and catering to individuals doing comparison shopping. The primary retail establishments generally fall into two categories: those that are dominant to the retail area such as department stores, and those which are dependent upon a location adjacent to or in close proximity to the dominant activities, such as clothing, apparel, shoe and specialty stores.

Secondary Retail

Retail activities which are dependent upon a regional trade area but which can exist in an independent location. These establishments generally sell goods such as

C.B.D. EXISTING LAND USE

PILOT MOUNTAIN NORTH CAROLINA



automobiles, furniture, farm equipment, appliances, boats, etc.

Convenience Retail

Retail establishments merchandising goods commonly referred to as "convenience goods" such as food, drugs, and gasoline. Such activities are not normally dependent upon a regional trade area.

Business and Professional Service

Any establishment offering a professional, financial, medical, legal or administrative service.

Personal Convenience

An activity which offers a personal service or entertainment such as barber shops, beauty shops, restaurants, theaters, bowling alleys, etc.

Storage

Any building which is utilized primarily for storage of goods or property.

Parking

Any building or plot of land which is used for the parking of vehicles.

Public, Residential, Vacant, Industrial

These land types have been defined in Chapter I.

The commercial uses in the central business district (hereafter referred to as the CBD) of Pilot Mountain form no particularly recognizable or important patterns. Primary retail, secondary retail, and personal service establishments

account for the largest number of commercial establishments. However, there is a significant number of business and professional service and convenience retail establishments scattered throughout the CBD. Public use is very small, occupying only three structures within the downtown area. Also, there is a noticeable number of vacant lots, especially in the southern, middle and eastern portions of the area. The most heavily developed portion of the CBD is in the western portion.

One undesirable feature of the CBD is the mixture of residential and commercial land uses. Also, there is one industrial use located in the southwest portion of the area which is intermixed with residences. Some structures, primarily located in the western section of the CBD, are, at present, being utilized for storage purposes or warehouses. Some of this storage activity is occurring on the second stories of a few structures which face West Main Street.

There are four existing lots being used for parking purposes. Three are located on Main Street and one is located on West Marion Street. Also, parking is permitted on both sides of Main Street, but more off-street parking should be provided to meet present and future needs.

A final problem to be presented is the quality of the commercial establishments in the CBD. Excluding residences, of the 49 structures, 31 need no structural upgrading. Thirteen structures are in need of minor repair, three require major repair and two are dilapidated. The structural condition, and especially the aesthetic qualities of many buildings in the downtown area, leave much to be desired. It is vitally important for every town or community to have a clean, scenic and attractive CBD.

INDUSTRIAL

Approximately 30 acres of land within the Town of Pilot Mountain are in industrial use. This accounts for 3.83 percent of the total area and 8.38 percent of the developed area. Heavy industry, which is industry that emits heavy fumes, smoke, noise, and the like, is non-existent within the Town. All of the industrial operations within the town limits are relatively small and unobjectionable, although there is an industrial establishment which would fall within the heavy industry classification located in the western portion of the fringe area.

There is no industry located in the western portion of Pilot Mountain. The eastern and central portions of the Town contain all of the existing industrial use, which is located along segments of Main Street, U. S. Highway 52, Academy Street, North Depot Street, School Street and along the railroad tracks in the southern portion of the Town.

Some industrial areas within the Town do not have adequate parking facilities, and others are located in residential areas. It should be mentioned that this type of mixed land use development often results in the blighting of surrounding residences. Zoning prevents this type of undesirable growth.

PUBLIC AND SEMI-PUBLIC

Public uses account for 31.31 acres, or 4.04 percent of the total area, and 8.83 percent of the developed area. Included are such uses as the Town Offices, Pilot Mountain Fire Department, East Surry High School, and the Pilot Mountain Elementary School.

Semi-public uses, such as churches, fraternal organizations and the like, account for 11.71 acres of the area within the town limits. When compared with other land uses, semi-public land accounts for 3.31 percent of the developed area and only 1.51 percent of the total area within Pilot Mountain.

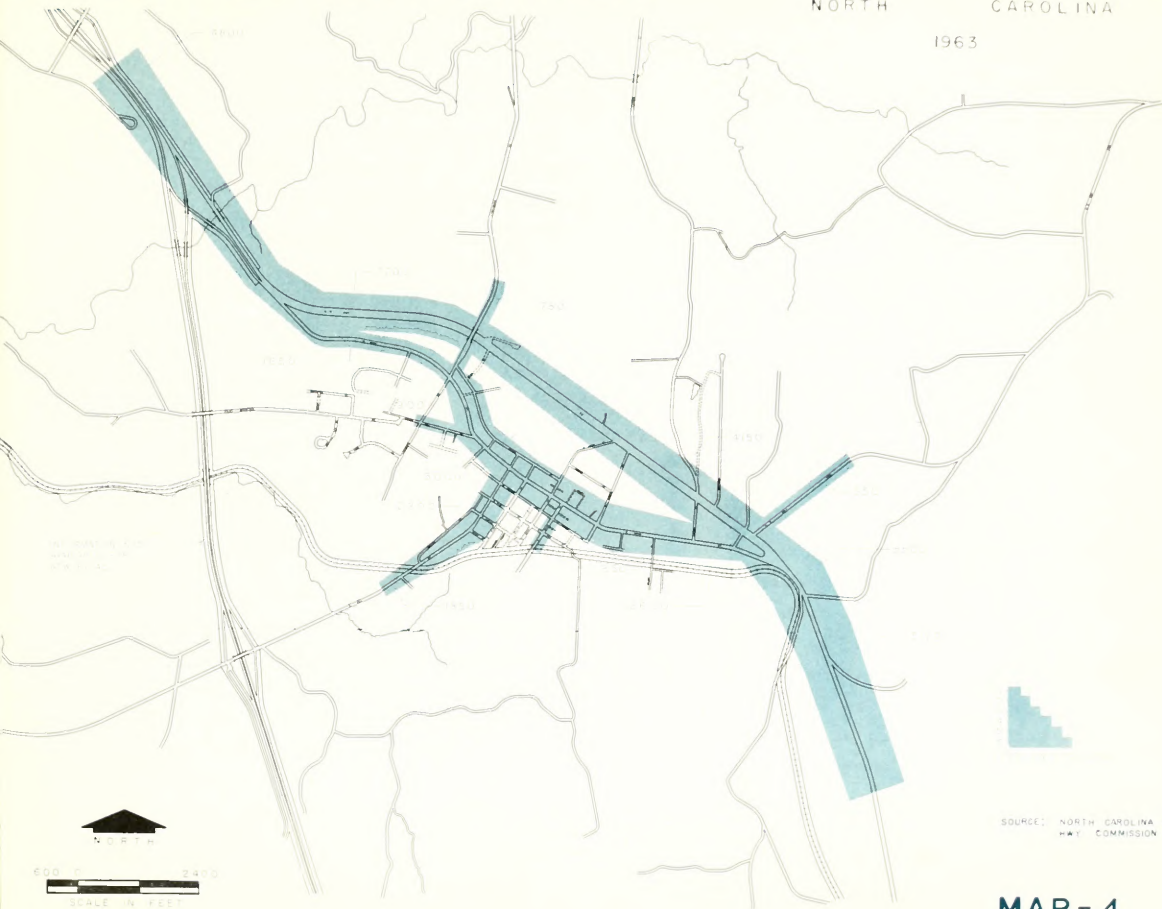
RAILROADS AND STREETS

Only .92 percent of the total area and 2.00 percent of the developed area is used for railroads. There is only one railway within the Town, and it is located in the southern portion of the community between Main Street and the town limits.

If less than 25 percent of the developed land within a town is in streets, it is considered a proper and acceptable utilization of land. Pilot Mountain which contains 78.68 acres in streets, or 22.21 of the developed area, is below the acceptable standard. This, however, does not indicate such things as the quality of streets, number of curb cuts, street jogs, or circulation patterns.

By and large, the streets in Pilot Mountain are in good condition, although some few are narrow. All of the streets within the town limits are paved with the exception of small segments of a few streets which are located on the extremities of the town limits. Also, and especially in the new residential areas, the street pattern should be improved. There is no indication that some streets will be tied together in these areas. Furthermore, there are several examples of inadequate turn-arounds at dead-end streets. It should be emphasized here that subdivision regulations would require and provide paved streets, adequate rights-of-way, satisfactory street widths, adequate turn-arounds at dead-end streets, proper street patterns and other improvements. At present,

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SOURCE: NORTH CAROLINA STATE
HAY COMMISSION

MAP - 4

the Town must absorb the expense of installations and improvements in the development of subdivisions, whereas subdivision regulations would place the responsibility of proper development on the subdivider, and any new residential development would have to be approved by the Planning Board.

The Pilot Mountain fringe area contains only a few roads which are mostly rural in character. Some of these roads are paved and are adequate for their particular functions, but others are unpaved, narrow and are generally inadequate.

Traffic Volumes

Average daily traffic volumes on hard surfaced roads for Pilot Mountain in 1961 are presented in Map 4. As might be expected, the heaviest volumes are on U. S. 52 Bypass. Main Street carried a fairly heavy traffic load with a 24 hour volume on one segment of 4,000 vehicles. Traffic volumes on N. C. Highway 268 varied from 2,200 to 1,850 vehicles per day.

VACANT LAND

Pilot Mountain is somewhat unique in that it contains 420.43 acres of vacant land within the town limits. This accounts for about 54 percent of the total area within the Town. Most of the undeveloped land is located in the northern, southern, and western portions of the Town and generally, is suitable for development. If and when Pilot Mountain experiences new growth, room for expansion is certainly available. The Town has this advantage over many other communities within the State and should insure that in the future this land will be developed in a proper and systematic manner.

The Pilot Mountain fringe area consists mostly of undeveloped land. Here, too, most of the area is suitable for development and provides an unlimited possibility for expansion and growth. It needs only to be developed wisely should the opportunity arise.

LAND USE PROBLEMS

As was previously mentioned, Pilot Mountain does not contain an abundance of land use problems, although some do exist. The various existing problems have already been discussed in this chapter in conjunction with the analyzation of the land use types. However, for the purpose of further emphasis, presented below is a summary listing of existing land use problems:

- Mixed land use
- Substandard dwellings
- Strip or ribbon commercial development
- Poor street patterns in some sections of Town
- Inadequate off-street parking
- Undesirable aesthetic qualities of the CBD
- Examples of blight in certain areas which surround the CBD
- Inadequate turn-arounds at dead-end streets
- Lack of street signs within the Town
- Lack of adequate recreational facilities

COMMUNITY FACILITIES AND SERVICES

The following is a very brief and general description of the community facilities and services of Pilot Mountain. No comparisons with accepted standards are given since this is beyond the scope of this study. Nevertheless, a brief descriptive paragraph in relation to each facility and service is presented as these are very closely related to land use development and planning. Actually, land use development may be partly controlled through the extension of facilities, services and utilities.

It would be very beneficial to the Town if a community facilities analysis and plan were prepared. It is the purpose of such a study to analyze each facility and service of the town in depth, ascertain their adequacy or inadequacy, and make recommendations for future courses of action. A community facilities study is an important element in a planning program -- just as important as the land use plan itself. Land development must be served by facilities, services and utilities, and an orderly, adequate way of providing them should be explored.

Refuse Collection

The area served by refuse collection is that within the town limits. The Town has one garbage truck, and the staff is normally made up of three men except when pick-up is unusually heavy at which time the maximum of four men is used. Pick-up is made on Monday and Friday of each week.

Fire Protection

Pilot Mountain is served by a 24-man volunteer fire department and a fire chief who receives a nominal monthly salary. The fire station is located in downtown Pilot Mountain, and equipment includes a new adequate fire truck which has a 500 gallon water tank and pumps 750 gallons per minute. The truck also contains three different size water hoses which are adequate for the Town's needs. The Town is well covered by fire hydrants.

Police Protection

The Police Department consists of three men, a chief and two patrolmen. Jail facilities are located downtown on Main Street and the Town has one car for police duty.

Library

The Pilot Mountain Public Library is maintained by the Town and contains about 2,781 books. There is also a recreation room in the basement of the library building for civic activities. In addition, the Pilot Mountain area is served by a bookmobile which originates from Stokes County. At present, no film or record collections are housed in the local library.

Recreation

There are no local recreational facilities such as a city park available to the Town residents.

Medical Services

Hospitals in Winston Salem, Elkin, and Mount Airy are available for use by the citizens of Pilot Mountain.

Schools

East Surry High School is located in Pilot Mountain. It is situated on a 12 acre site and contains 18 classrooms. There are 23 teachers, including the principal, and approximately 500 students attend. Present facilities are apparently adequate.

Pilot Mountain Elementary School is located on a 20 acre site and contains 32 classrooms. Twenty-six teachers are employed, and the school has approximately 765 students. Present facilities are apparently adequate and no expansions are advocated for the near future.

Water

The Town, in the past, used wells as a source of water and four still exist, although they are not presently used. Pilot Mountain now possesses a new water plant located at Tom's Creek. There are two storage tanks in Town. One is located behind Needham Funeral Home and has a 100,000 gallon capacity, and the other is located beside the Amos and Smith Hosiery Mill and has a capacity of 200,000 gallons. An underground storage of 500,000 gallons also exists at the water plant. There are two pumps located at the water plant. One will pump 750 gallons per minute and the other will pump 1,000 gallons per minute.

Sewerage

Not all areas within the Town are served by sewerage facilities. One such area is that in the vicinity of Mountainview Road, West Ridge Road, Pilot Mountain Road, and Northview Streets.

Map 6 shows the Pilot Mountain sewerage system and indicates that the system is mainly composed of eight-inch mains, although other sizes of mains do exist.

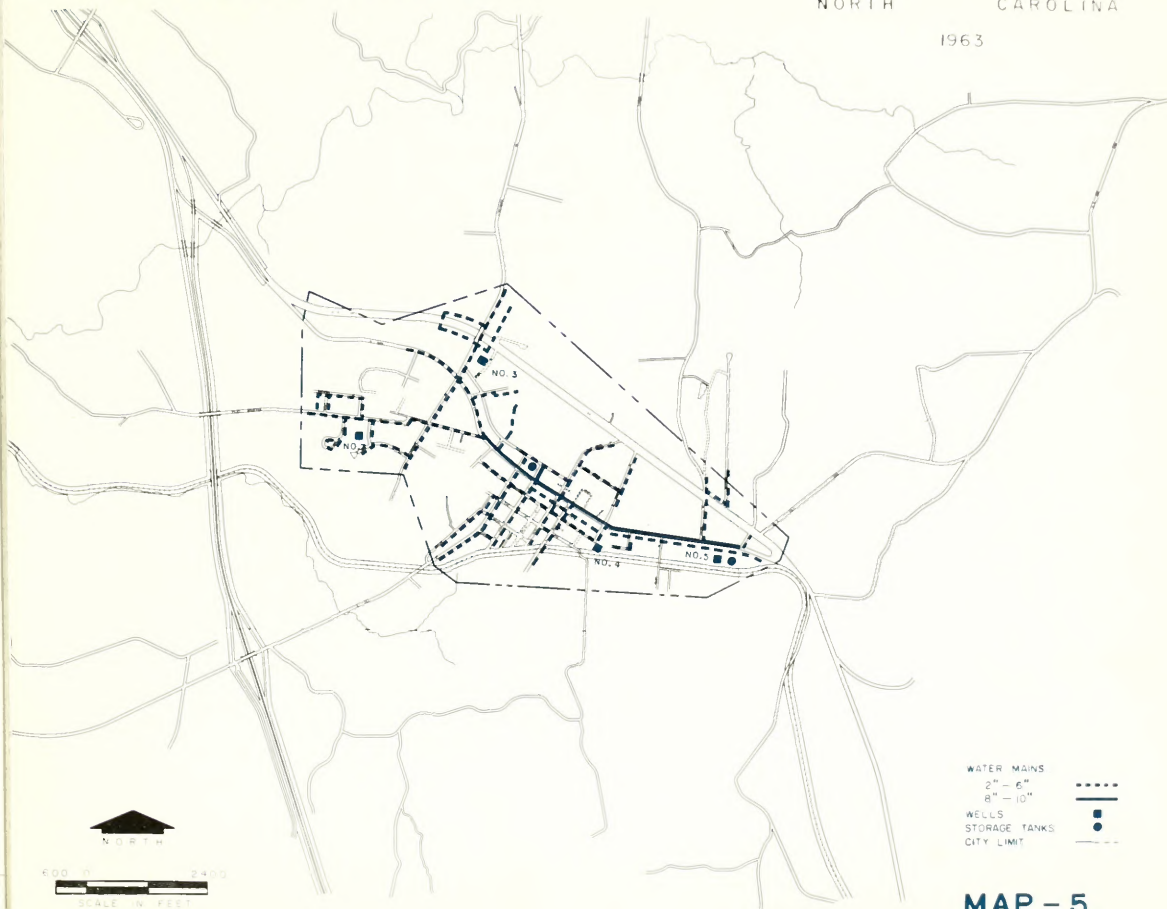
EXISTING WATER SYSTEM

PILOT MOUNTAIN

NORTH

CAROLINA

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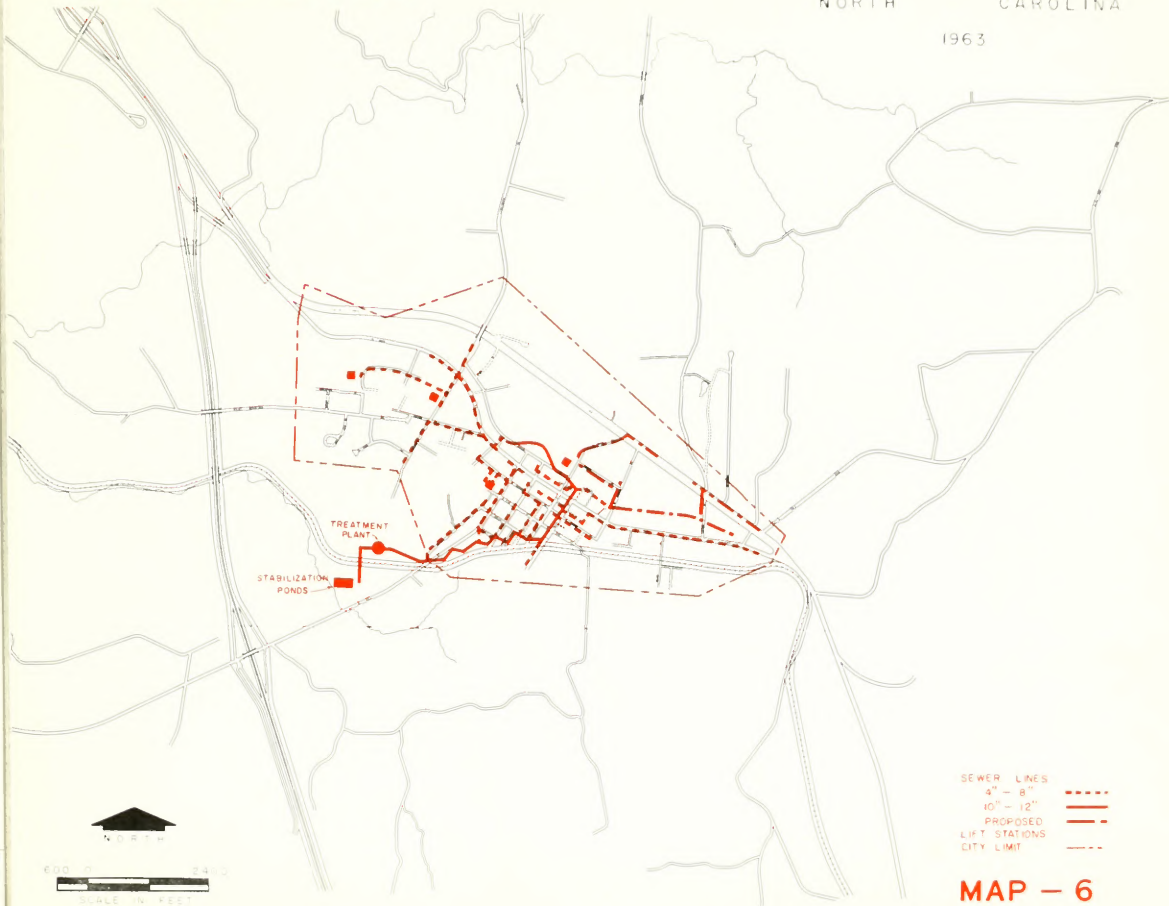


MAP - 5

SEWERAGE SYSTEM

PILOT MOUNTAIN
NORTH CAROLINA

1963



MAP - 6

There is a proposed sewer main which would be located along Howard Street, portions of North Depot Street and U. S. 52 Bypass, and Carter Street. The proposed main would also bisect part of the area between East Main Street and the U. S. 52 Bypass.

FUTURE LAND USE

AND

MAJOR THOROUGHFARE PLAN

LAND USE PLAN

GENERAL CHARACTERISTICS

Before the Pilot Mountain Land Use Plan is presented, perhaps a broad discussion of the characteristics of a land use plan in general will provide the reader with a better understanding of the relationship between a town and a plan.

Basically, a land use plan establishes an orderly and systematic pattern of growth. The designated residential, commercial, and industrial areas are tied together by a proposed thoroughfare plan which provides for safe and efficient movement of traffic from one section of town to another.

The land use plan is also a flexible instrument of planning. A town's development should not be fitted to the plan like a straight jacket. Instead, the plan should be reviewed periodically and revised as the need arises.

FUTURE GROWTH AND THE LAND USE PLAN

The land use plan by its very nature is based on the assumption that a town will achieve its full growth potential. This does not mean that if a town does not grow the land use plan will be of no value. For example, perhaps only one section of a town experiences new growth. At least, the plan can be employed to assure proper development in that specific area of growth. Moreover, a town may never have use for the whole plan because a plan does not have to be entirely completed for it to benefit a town. If development is anticipated

in a given area, construction of a portion of the major thoroughfare plan to serve that area is indeed a possibility.

One more advantage of a land use plan is that it is the basis on which the zoning ordinance and zoning map are formulated. Without the land use plan to use as a guide there would be no adequate foundation upon which to build a zoning ordinance. Therefore, zoning's effectiveness in molding proper development patterns would be greatly reduced.

THE PILOT MOUNTAIN LAND USE PLAN

The Land Use and Major Thoroughfare Plan for Pilot Mountain is presented on Map 7. The land use categories employed are residential, commercial, industrial, and public. A detailed breakdown of land use types such as a large city might require was not deemed necessary due to the size of the Town.

Residential

Although the areas for future residential use are indicated on the Land Use Plan Map, there are certain basic planning principles which should be utilized in locating residential areas. Factors to be considered are as follows:

- Areas of reasonable size and accessibility should be chosen for development. Residential sections which are isolated are generally vulnerable to blight and present an additional utility expense.
- Commercial and industrial use should not be allowed in residential areas.
- Man-made or natural features should separate residential areas from commercial and industrial areas wherever possible.

FUTURE LAND USE

AND

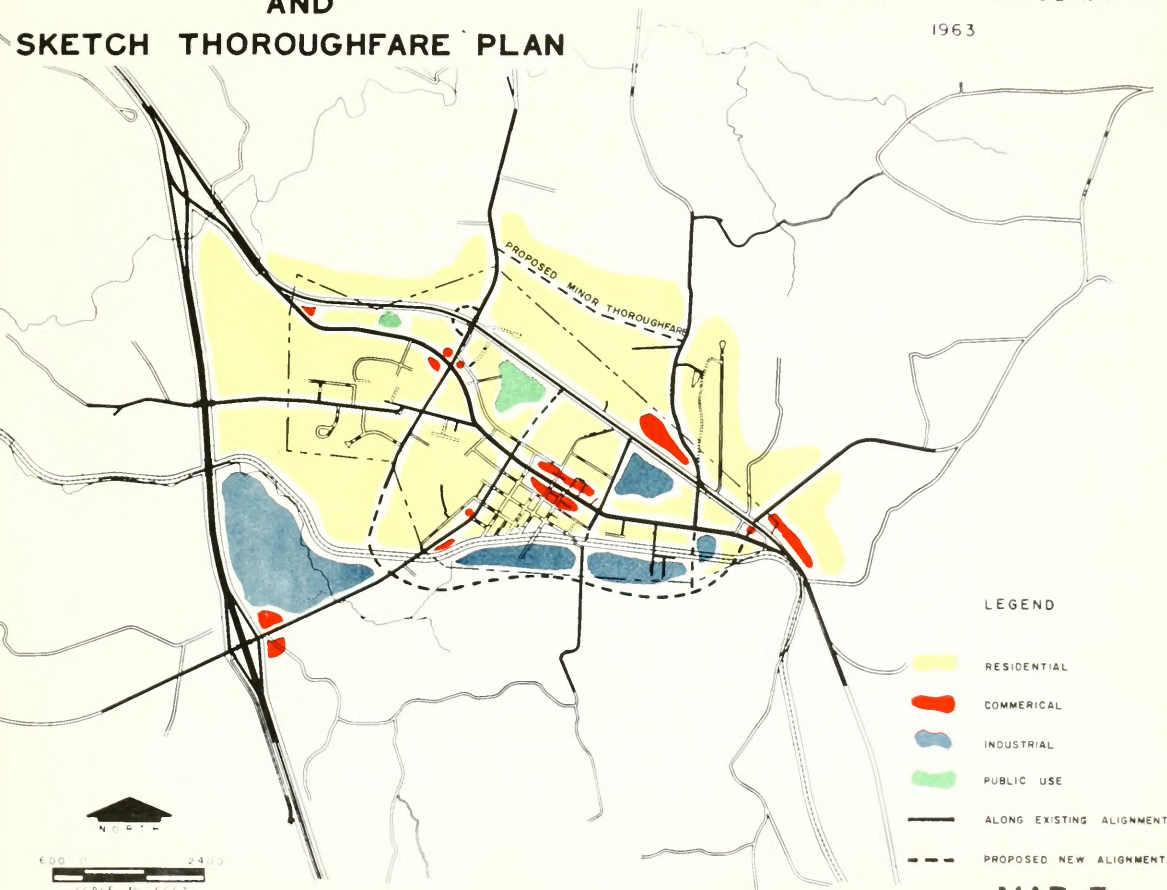
PILOT MOUNTAIN

NORTH

CAROLINA

1963

SKETCH THOROUGHFARE PLAN



MAP-7

- Residential areas should be located upon topography with relief features which would permit an interesting arrangement of residential development and street patterns.
- All residential areas should be adequately served by shopping facilities.
- Schools and playgrounds should not only be made available but should also be located so as to provide easy access to the citizens of various residential areas.
- The platting of streets and lots and the provision of adequate municipal services and facilities should be based on a sound land use plan, zoning ordinance and subdivision regulations.
- Population densities should be low to avoid overcrowding and to provide open space for privacy. At present, the dwelling unit density in Pilot Mountain is four dwelling units per acre. It would not be advisable to exceed five dwelling units per acre.

The above guidelines are, of course, general in nature, but they should certainly be considered as new development occurs. Pilot Mountain is experiencing new residential growth in the western portion of the Town, indicating one direction of growth. Thus, it is assumed that this pattern will most probably continue in the future -- but it depends in part upon future growth of the entire Town and the provision of utilities. Development should be encouraged to take place within the town limits in order to make use of existing vacant land, to utilize existing community services and facilities, and to create compact, not scattered, economic residential development patterns.

It was pointed out in Chapter 1 that Pilot Mountain's future will depend on whether the Town can attract industry or, as an alternative, the Town can become a suburban type development for Winston Salem commuters. If the people of Pilot Mountain choose the latter course, then residential development will certainly be an important land use consideration in the Town's future.

If proper development is achieved in the future, perhaps residential areas will not be subject to decline. In the past, some dwellings have declined and will continue to do so until steps are taken to upgrade them. Therefore, it is recommended that the existing dilapidated structures be removed and other dwellings be treated in relation to their state of deterioration. This may range from minor paint-up, fix-up, clean-up campaigns to major repair work.

Commercial

Most of the areas designated for future commercial use presently contain some amount of commercial activity, although in some cases it is rather small. In selecting these areas, attention was directed to providing enough room for future expansion, and various areas were selected as to the particular function they serve. For example, commercial areas have been recommended at the eastern and western portions of where the U. S. 52 Bypass and Main Street join together to serve as highway business areas. Other areas were designated to contain residential or neighborhood shopping facilities, such as the small areas at the intersection of Lynchburg Road and Main Street. Furthermore, it is proposed that a commercial area be located abutting the proposed bypass which could accommodate a highway plaza such as a motel, restaurant or other activities catering to the motorist.

The designated commercial areas on the land use plan map only indicate that ultimately those areas would be the best locations for commercial activity in the Town. There are, however, more things to be considered when developing a specific area commercially. First, before areas of any size are built up, a market analysis should be conducted to insure that a new area's existence is justified. Also, development of commercial areas should not be scattered throughout the Town but grouped together with room for expansion and off-street parking facilities. In addition, commercial development should be highly accessible, and adequate standards in regard to loading, parking, landscaping, signs and building bulk should be considered.

The Central Business District

To provide a better shopping atmosphere and to increase commercial activity the possibilities of the renovation of the CBD should be explored. Such an analysis requires much more detail than the scope of this study can provide. However, a central business district, or CBD study, can yield this detailed information. In a CBD study an analysis is given to such things as traffic circulation, existing types of commercial use, parking facilities, aesthetic qualities of existing structures, design possibilities, and economics, among other things, with recommendations and proposals of improvements which would be necessary to increase commercial trade and to provide a more pleasant and accessible downtown shopping area.

Industrial

If a goal of a town is to attract new industry, one of the first steps in accomplishing this objective is the setting aside of suitable land for industrial use.

Certain areas are proposed for industrial use on the Land Use Plan Map. At first glance, it might appear that an over-abundant amount of land is proposed for industrial purposes, but this is not so. The topography of much of this land is such that only a partial amount can be used to situate industrial establishments upon it, but this land can most probably accommodate as many industries as Pilot Mountain can attract.

Evaluation of Proposed Sites

A great portion of the area bounded by Academy Street, Carson Street, U. S. 52 Bypass, and Main Street is designated for industrial use. There is presently an industrial establishment located in this area and room for possible expansion of this industry has been provided.

A rather large area in the southern portion of the Town is proposed for industrial use. In addition, another area in the southeast part of Town which abuts a segment of South Key Street and the new bypass is also proposed to be developed industrially. Both of these areas have common advantages such as nearness to a railroad and to existing or proposed major roads. Both areas also are located so that industrial traffic would not have to infiltrate residential areas. Finally, these areas are situated so that the extension of utilities and facilities would be feasible.

In the past, Pilot Mountain used wells as its source of water supply, but now the Town draws from Toms Creek and possesses a new and adequate water system. This will be a definite asset in attracting new industry as will the land use plan and zoning ordinance. The point to be made here is that although industry must evaluate many things when seeking to locate -- the area's labor force, local wage structures, availability of raw materials, and many others -- it must also look to the town or city to provide sites, facilities, services, good residential areas, adequate streets and more. Pilot Mountain is on the road to being a competitor in the industry hunting arena and through citizen participation, planning, and the incorporation of sound ideas into municipal policy and action, new industry may be obtained -- if that is the desire of the people of Pilot Mountain.

Public Use

The two areas designated for public use on the Land Use and Major Thoroughfare Plan are presently the sites of East Surry High School and Pilot Mountain Elementary School.

Although they are not shown on the map, it is recommended that neighborhood playgrounds be provided for old as well as any new residential areas.

Major Thoroughfare Plan

Basically, the primary purpose of a major thoroughfare plan is to insure the movement of traffic safely, quickly, and efficiently from one section of town to another. The entire plan designates existing and proposed roads to accomplish this objective. But, unless the Town of Pilot Mountain achieves its

full growth potential, the entire plan may not be needed. Nevertheless, as was previously mentioned in this report, portions of the thoroughfare plan can be undertaken as the need arises to serve new areas of development.

As Map 7 illustrates, the existing roads or portions of roads which are proposed as future major thoroughfares are:

- U. S. 52 Bypass
- Proposed U. S. 52 Bypass
- Carson Street
- North Carolina Highway 268
- Lynchburg Road
- Main Street
- Key Street
- Academy Street (that portion which is located
between U. S. 52 Bypass and
Main Street)
- State Road 1809
- State Road 2050
- State Road 2049 (Dobson Mill Road -- this would
serve the proposed residential
area in the western portion of
Town and connect with the proposed
bypass and Main Street)

New construction would involve the following:

- A minor thoroughfare which would connect State Road 1809 and Carson Street. It would serve the proposed residential area in the northern part of Town.
- A half-diamond interchange to be located where the

Lynchburg Road bridge crosses the U. S. 52 Bypass. This would greatly facilitate traffic movement in the Town, especially school traffic.

- An extension of Key Street to connect with the U. S. 52 Bypass. This would provide continuity from the proposed bypass to the existing bypass.
- A loop street which would be located in the southern portion of Town to serve the proposed industrial areas. This loop would also connect with both Main Street and the existing U. S. 52 Bypass in the western and eastern part of Town. The loop would connect with State Road 1809 and North Carolina Highway 268. This would allow for continuity of movement and would be an asset if new growth does occur.
- An extension of Carson Street to connect with the loop street. This proposed extension would cross Main Street and would provide a valuable link between the existing U. S. 52 Bypass and the proposed loop.
- Academy Street would be extended to connect with State Road 2050. This would provide another link between the proposed loop and the existing U. S. 52 Bypass.

The Pilot Mountain Major Thoroughfare Plan is deemed to be the best combination of existing and proposed roads to serve various areas of existing development and future development. It has been approved by the Advanced Planning Division of the North Carolina State Highway Commission as outlined above and as shown on Map 7.

The proposed roads are shown only in their approximate locations. When the Town is ready for construction of these proposed roads, detailed studies showing topographic conditions and other factors will have to be made to

determine the feasibility and specific location of any roads which are to be constructed.

METHODS OF ACHIEVING THE LAND USE PLAN

The Land Use Plan does not have any legality. It is only a guide and cannot implement itself. Therefore, a discussion of the methods that are used for plan achievement is, at this juncture, in order.

Zoning

One of the most important methods of guiding land development is zoning. The land use plan is useless without it. Unlike the land use plan, zoning has legal status and is enforceable in the courts. It creates a desired pattern of development by establishing zoning districts throughout a town and establishing a desired pattern of land uses within each district. The Pilot Mountain Planning Board will prepare a zoning map and ordinance in the near future based on the Land Use Plan.

Subdivision Regulations

Pilot Mountain does not have subdivision regulations, but Surry County does have such an ordinance. The Town of Pilot Mountain, by a resolution of the Town Board, may be included under the County ordinance. However, the Town of Pilot Mountain should prepare its own subdivision regulation ordinance. Population densities and development patterns are much different than in the County, and allowing for the fact that the future must be considered, the Town should have a more stringent ordinance than Surry County.

Public Improvements Program

Public improvements programming plays an important role in controlling development. The reason for this is that the extension of utilities and the provision of community facilities determine whether some areas will develop before others.

A public improvements program is essential in that it gives a town an indication of its future direction and course of action. First of all, a public improvements program lists, by year of priority, certain improvements that are proposed to be made. Also, methods of financing and costs are analyzed. Finally, to be effective, a public improvements program should be in harmony with the overall planning program.

Urban Renewal

Blighted areas, if given a strong foothold, can spread like a cancer to other parts of a town or city. It is costly both in terms of money and human welfare. Under urban renewal, these blighted areas are cleared and redeveloped. Moreover, other areas which need upgrading are rehabilitated. Conservation is applied to still other areas in order to prevent them from declining. As one may observe from the above statements, urban renewal, in its broadest terms, refers to both elimination and prevention of blight.

There are probably not enough large blighted areas in Pilot Mountain to warrant an urban renewal program. Declining areas can most probably be treated adequately by use of housing, electrical, plumbing, and other code enforcement.

SUMMARY AND RECOMMENDATIONS

This report has attempted to provide the Town of Pilot Mountain with an analysis of existing development, a guide for future development, and suggestions of methods to improve the Town's environment. It must be emphasized again that the key to the success of the land use plan depends upon acceptance of it by citizens and officials of the Town.

Some of the following recommendations have been discussed previously in this report. But, for the sake of emphasis, they are listed below in summary form.

- The Land Use Plan should not only be adopted but should be considered in the day-to-day operations of municipal government.
- The Town should anticipate new growth and insure that it develops properly.
- Existing residential dwellings which are substandard should be upgraded, and dilapidated dwellings should be removed.
- Before new commercial areas are allowed to develop, it should be determined if they are economically feasible.
- The Town should prepare a central business district study to analyze the possibilities of renovating the downtown area.
- The Town should make land available for industry and take steps to attract new industrial activity of a high growth nature in order to achieve growth, or as an alternative, develop the Town residentially and commercially.

- Great care should be taken to assure that existing vacant land is developed suitably and in accordance with the Land Use Plan.
- Neighborhood playgrounds should be provided in residential areas for the recreation needs of the children in the Town.
- Community facilities planning should become an integral part of the overall planning program.
- A zoning ordinance should be adopted and enforced.
- A public improvements program should be prepared.
- Codes, such as housing, building, and electrical codes, should be adopted and enforced to insure adequate livability standards.

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